



City Summary Crash Report

1/1/2017 to 12/31/2017

City : South Pekin | *See Notes at End of Report.

South Pekin	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	6	0	1	5	12	0	1	0	1	0	18
Unknown	1	0	0	1	2	0	0	0	0	0	2
TOTALS	7	0	1	6	14	0	1	0	1	0	20
TYPE OF CRASH											
Angle	1	0	0	1	2	0	0	0	0	0	4
Rear End	1	0	1	0	2	0	1	0	1	0	1
Sideswipe Opposite Direction	1	0	0	1	2	0	0	0	0	0	2
Turning	4	0	0	4	8	0	0	0	0	0	13
TOTALS	7	0	1	6	14	0	1	0	1	0	20



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	7	0	1	6	14	0	1	0	1	0	20	
TOTALS	7	0	1	6	14	0	1	0	1	0	20	
ROAD SURFACE CONDITION												
Dry	6	0	1	5	12	0	1	0	1	0	18	
Ice	1	0	0	1	2	0	0	0	0	0	2	
TOTALS	7	0	1	6	14	0	1	0	1	0	20	



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South Pekin	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			O
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C		
CLASS OF TRAFFICWAY												
County & Local Roads Rural		1	0	0	1	2	0	0	0	0	0	2
State Numbered Rural		1	0	0	1	2	0	0	0	0	0	6
Unmarked Highway Rural		5	0	1	4	10	0	1	0	1	0	12
TOTALS		7	0	1	6	14	0	1	0	1	0	20
DAY OF WEEK												
Sunday		2	0	0	2	4	0	0	0	0	0	6
Wednesday		2	0	0	2	4	0	0	0	0	0	4
Thursday		2	0	0	2	4	0	0	0	0	0	9
Saturday		1	0	1	0	2	0	1	0	1	0	1
TOTALS		7	0	1	6	14	0	1	0	1	0	20



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TIME OF DAY												
11 AM	1	0	0	1	2	0	0	0	0	0	0	2
Noon	2	0	0	2	4	0	0	0	0	0	0	6
1 PM	2	0	1	1	4	0	1	0	1	0	0	4
6 PM	1	0	0	1	2	0	0	0	0	0	0	6
9 PM	1	0	0	1	2	0	0	0	0	0	0	2
TOTALS	7	0	1	6	14	0	1	0	1	0	0	20



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	1	0	0	1	2	0	0	0	0	0	2
Daylight	5	0	1	4	10	0	1	0	1	0	12
Dusk	1	0	0	1	2	0	0	0	0	0	6
TOTALS	7	0	1	6	14	0	1	0	1	0	20
ROAD DEFECTS											
No Defects	7	0	1	6	14	0	1	0	1	0	20
TOTALS	7	0	1	6	14	0	1	0	1	0	20



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	3	0	1	2	6	0	1	0	1	0	10
Stop Sign/Flasher	4	0	0	4	8	0	0	0	0	0	10
TOTALS	7	0	1	6	14	0	1	0	1	0	20
ROADWAY FEATURE											
Bridge	1	0	0	1	2	0	0	0	0	0	6
Not Applicable	6	0	1	5	12	0	1	0	1	0	14
TOTALS	7	0	1	6	14	0	1	0	1	0	20



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South Pekin	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Normal	14	0	2	12	14	0	1	0	1	0	13
TOTALS	14	0	2	12	14	0	1	0	1	0	13



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
21												
	Female	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Female	2	0	0	2	2	0	0	0	0	0	2
	Male	2	0	0	2	2	0	0	0	0	0	2
30-34												
	Male	1	0	0	1	1	0	0	0	0	0	1
40-44												
	Female	2	0	1	1	2	0	0	0	0	0	2
60-64												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
65-69												
	Male	3	0	0	3	3	0	0	0	0	0	3
80-84												
	Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS		14	0	2	12	14	0	1	0	1	0	13



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	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

PEDALCYCLIST AGE/GENDER

South Pekin	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

VEHICLE DEFECTS

None	14	0	2	12	14	0	1	0	1	0	20
TOTALS	14	0	2	12	14	0	1	0	1	0	20

VEHICLE TYPE

Other Vehicle With Trailer	1	0	0	1	1	0	0	0	0	0	1
Passenger	6	0	1	5	6	0	0	0	0	0	8
Pickup	2	0	0	2	2	0	0	0	0	0	6
SUV	4	0	1	3	4	0	1	0	1	0	4
Van/Mini-Van	1	0	0	1	1	0	0	0	0	0	1
TOTALS	14	0	2	12	14	0	1	0	1	0	20

Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.